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**CLASSIFICATION**

COUNTRY East Germany  
 SUBJECT East German Lufthansa

REPORT

25X1

DATE OF REPORT 7 March 1958

PLACE ACQUIRED

25X1

LAST REPORT ON SUBJECT  
 (If applicable)

25X1

air activity of the East German Lufthansa (DLH):

a. Take-offs and landings in Schoenefeld:

<u>Airlines</u>	<u>Number of Landings</u>	<u>Number of Take-offs</u>
DLH	2,426	2,428
AEROFLOT	485	485
CSA	691	691
LOT	645	645
TAROM	234	234
MALEV	147	147
TABSO	130	130

During training and  
 workshop flights of  
 various aircraft types

5,449

5,449 ENCLOSURE ATTACHED  
 PLEASE ROUTE

- b. The runway lights in Schoenefeld and the flare path in the direction of Bohnsdorf were being renewed and work was nearing completion. The approach lighting facility was a mixture of the ALPA-ATA (?) and CALVERT systems, similar to the approach lighting at Prague airfield.<sup>1</sup>

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- d. Of the Dresden production, some IL-14s [redacted] 25X1  
[redacted] 25X1
- e. The landing strip at Warsaw airfield was again fully serviceable. It was 2,000 meters long and 60 meters wide. QBI-QGO was ordered when the cloud altitude was lower than 50 meters and horizontal visibility on the ground was limited to less than 800 meters.
- f. The East German Lufthansa expected some YAK-16s as short-range aircraft from the USSR in 1958. These aircraft were to replace the AN-2s.<sup>3</sup>
- g. In 1957, the East German Lufthansa flew with the IL-14s a total of 11,800 hours. About 18,000 flying hours were scheduled for 1958.
- h. Two sets of minutes of the trade union meetings on 18 December 1957 and 16 January 1958 at Schoenefeld airfield were procured.
1. [redacted] Comment. The systems mentioned are not known. 25X1
2. [redacted] Comment. IL-14s with identification letters DMSAI and DMSAK have also been delivered. 25X1
3. [redacted] Comment. The YAK-16 is a twin-engine (ASH-21) low-wing monoplane for a 2 or 3-man crew and 10 passengers, and with a speed of 300 km/h. 25X1
4. [redacted] Comment. For photographs of both protocols, see Annex. 25X1

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- d. Of the Dresden production, some IL-14s [redacted] were delivered to the East  
GERMAN Lufthansa. 25X1
- e. The landing strip at Warsaw airfield was again fully serviceable. It was 2,000 meters long and 60 meters wide. QBI-QG04 was ordered when the cloud altitude was lower than 50 meters and horizontal visibility on the ground was limited to less than 800 meters. 25X1
- f. The East German Lufthansa expected some YAK-16s as short-range aircraft from the USSR in 1958. These aircraft were to replace the AN-2s.<sup>3</sup>
- g. In 1957, the East German Lufthansa flew with the IL-14s a total of 11,800 hours. About 18,000 flying hours were scheduled for 1958.

Comments:

1. [redacted] The systems mentioned were not further identified. 25X1
2. [redacted] 25X1
3. [redacted] The YAK-16 is a twin-engine (ASH-21) low-wing monoplane for a 2 or 3-man crew and 10 passengers, and with a speed of 300 km/h.
4. [redacted] Comment: Probably a garble for a radio Q signal; these do not appear on the standard list. 25X1

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